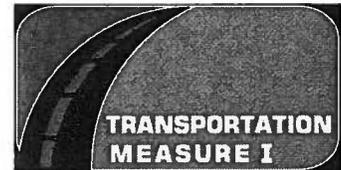




San Bernardino Associated Governments

1170 W. 3rd Street, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
Web: www.sanbag.ca.gov



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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Mountain/Desert Policy Committee

November 15, 2013

9:30 a.m.

Location:
Conference Room Change: This Meeting Only
Town of Apple Valley – North Side of Conference Center
14975 Dale Evans Parkway
Apple Valley, CA

Mountain/Desert Policy Committee Membership

Chair

*Ed Paget, Mayor
City of Needles*

*Julie McIntyre, Mayor
City of Barstow*

*George Huntington, Council Member
Town of Yucca Valley*

Vice Chair

*Ryan McEachron, Mayor Pro Tem
City of Victorville*

*Bill Jahn, Council Member
City of Big Bear Lake*

*Robert Lovingood
Board of Supervisors*

*Cari Thomas, Mayor
City of Adelanto*

*Mike Leonard, Council Member
City of Hesperia*

*James Ramos
Board of Supervisors*

*Curt Emick, Mayor
Town of Apple Valley*

*Jim Harris, Council Member
City of Twentynine Palms*

*Janice Rutherford
Board of Supervisors*

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

Mountain/Desert Policy Committee

November 15, 2013

9:30 a.m.

**Location:
Conference Room Change: This Meeting Only
Town of Apple Valley – North Side of Conference Center
14975 Dale Evans Parkway
Apple Valley, CA**

CALL TO ORDER:

(Meeting Chaired by: Ed Paget)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – **Melonie Donson**

- 1. **Possible Conflict of Interest Issues for the Mountain/Desert Policy Committee Meeting of November 15, 2013.** Pg. 6

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by member request.

- 2. **Attendance Register** Pg. 8

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Actions

Consent Calendar Cont.....

Project Delivery

3. **Construction Contract Change Orders to on-going SANBAG Construction Contracts in the Mountain/Desert region with Security Paving Company, Inc.** Pg. 10

Review and ratify change orders. Garry Cohoe

This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion Items

Administrative Matters

4. **2014 Mountain/Desert Committee Meeting Schedule** Pg. 12

Approve the 2014 Mountain/Desert Committee meeting schedule. Andrea Zureick

This item is scheduled to be reviewed by the General Policy Committee on November 13, 2013; and the Metro Valley Study Session and Commuter Rail and Transit Committee on November 14, 2013.

Transportation Fund Administration

5. **La Mesa/Nisqualli Interchange Construction Cooperative Agreement** Pg. 26

That the Committee recommend the Board, acting as the San Bernardino Transportation Authority:

Approve Amendment No. 2 to Construction Cooperative Agreement No. C11200 with the City of Victorville for the La Mesa/Nisqualli Interchange Project. Andrea Zureick

This item is not scheduled for review by any other policy committee or technical advisory committee.

6. **Ten-Year Delivery Plan Update** Pg. 35

Receive report on the planned update to the Ten-Year Delivery Plan. Andrea Zureick

This item is scheduled for review by the Commuter Rail and Transit Committee and the Board Metro Valley Study Session on November 14, 2013.

Discussion Calendar Cont.....

Transportation Fund Administration (Cont.)

7. State and Federal Fund Proportional Distribution Principles Pg. 44

That the Committee, acting as the San Bernardino County Transportation Commission:

Authorize SANBAG staff to develop a draft policy concerning the monitoring of State and Federal funds distribution between Subareas based on the following principles:

- a. The Measure I 2010-2040 Expenditure Plan says that a proportional share of State and Federal funds shall be reserved for each subarea;
- b. To monitor compliance with the Expenditure Plan, the Board must define a proportional distribution;
- c. The policy should not impact the deliverability of the Expenditure Plan;
- d. The policy should maximize flexibility in the funding and delivery of projects by allowing for monitoring the overall distribution of State and Federal funds rather than the distribution of each individual fund source; and
- e. The policy should not impact current Board-adopted policies on the distribution of individual State and Federal fund sources, nor should it restrict the authority of the Board to adopt fund-specific distributions of future fund sources. **Andrea Zureick**

The material in this agenda item was reviewed and concurred with by the Transportation Technical Advisory Committee on September 30, 2013 and the City/County Managers Technical Advisory Committee on October 5, 2013. This item is scheduled for review by the Board Metro Valley Study Session on November 14, 2013.

Comments from Committee Members

Brief Comments from Committee Members

Public Comment

Brief Comments by the General Public

Additional Information

Acronym List

Pg. 77

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for item may be made available upon request. For additional information call (909) 884-8276.

ADJOURNMENT:

Next Mountain/Desert Committee Meeting: Friday, December 13, 2013

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the “Consent Calendar” and “Items for Discussion” contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under “Public Comment” may not be acted upon at that meeting. “Public Testimony on any Item” still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: November 15, 2013

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
3	C13001	Security Paving Company, Inc. <i>Joseph Ferndino</i>	Cal-Stripe, Inc. Pacific Restoration Group Statewide Traffic Safety and Signs Flatiron Electric Group, Inc. Tahlequah Steel, Inc. DYWIDAG Systems International Crown Fence Company Tipco Engineering, Inc.

*

Approved
 Mountain/Desert Policy Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

AGENDA ITEM #2
MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2013

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Cari Thomas + City of Adelanto	**	X	X	X	X	X	**	X	X	X		
Curt Emick Town of Apple Valley	**	X	X	X	X	X	**	X*	X*	X		
Julie McIntyre City of Barstow	**	X	X	X	X	X	**	X	X	X		
Bill Jahn City of Big Bear Lake	**	X		X	X	X	**	X	X	X		
Mike Leonard City of Hesperia	**	X	X	X		X	**					
Ed Paget City of Needles	**	X	X	X	X	X	**	X	X	X		
Jim Harris City of Twentynine Palms	**	X	X	X	X	X	**	X	X	X		
Ryan McEachron City of Victorville	**	X	X	X			**	X		X		
George Huntington Town of Yucca Valley	**	X	X	X	X*	X	**	X	X	X		
Robert Lovingood County of San Bernardino	**	X			X	X	**	X		X		
Janice Rutherford County of San Bernardino	**						**					
James Ramos County of San Bernardino	**						**					

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet
x*Alternate Attended

*** New SANBAG Board Member

X = Member attended meeting.
MDCatt12.doc

Empty box = Member did not attend meeting

Crossed out box = Not a Board Member at the time.

AGENDA ITEM #2
MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2012

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Cari Thomas + City of Adelanto	X	X	X	X	X	X	X		X	X	**	X
Rick Roelle Town of Apple Valley		X			X			X		X*	**	
Julie McIntyre City of Barstow	X	X			X	X	X		X	X	**	X
Bill Jahn City of Big Bear Lake	X	X	X	X		X	X	X	X	X	**	
Mike Leonard City of Hesperia	X	X	X	X		X	X	X	X	X*	**	X
Ed Paget City of Needles	X	X	X	X	X	X	X	X	X		**	X
Jim Harris City of Twentynine Palms	X	X	X	X	X	X	X	X	X	X	**	
Ryan McEachron City of Victorville	X	X	X	X	X		X	X	X	X	**	X
George Huntington Town of Yucca Valley	X		X	X	X	X	X	X	X		**	X
Brad Mitzelfelt County of San Bernardino		X				X		X	X	X	**	N/A
Janice Rutherford County of San Bernardino		X					X			X	**	
Neil Derry County of San Bernardino	X	X	X	X				X	X	X	**	N/A
Robert Lovingood*** County of San Bernardino												X
James Ramos*** County of San Bernardino												X

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet
x*Alternate Attended

*** New SANBAG Board Member

X = Member attended meeting.
MDCatt12.doc

Empty box = Member did not attend meeting

Crossed out box = Not a Board Member at the time.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: November 15, 2013

Subject: Construction Contract Change Orders to on-going SANBAG Construction Contracts in the Mountain/Desert region with Security Paving Company, Inc.

Recommendation:* Review and ratify change orders.

Background: Of SANBAG's two on-going Construction Contracts in the Mountain Desert region, one has had Construction Change Orders (CCO's) approved since the last reporting to the Mountain Desert Policy Committee. The CCO's are listed below.

- A. Contract Number C13001 with Security Paving Company, Inc. for the I-15 Ranchero Road Interchange project: CCO No. 16 Supplement 1 (\$690.00 decrease for actual cost of Aerially Deposited Lead burial location survey), CCO No. 17 Supplement 1 (\$3,065.04 increase in funds to complete potholing of Verizon lines), CCO No. 30 (\$38,526.84 increase for the contractor to provide two (2) Type R Signal Controller cabinets for the City of Hesperia signal system), CCO No. 32 (\$8,586.30 increase for additional temporary K-rail and channelizers as response to RFI's 49 and 57), CCO No. 33 (\$25,735.52 increase for installation of 678 linear feet of 4' chain link fence, 71 linear feet of cable railing and core drill 16 4" weep holes in response to RFI No. 49), CCO No. 37 (no cost/no credit change to revise the bridge Girder Curve Data and spacing as recommended by the Structures Design team), CCO No. 39 (\$2,013.00 increase for increase of Bid Item 217 Light Class RSP to provide for proper drainage flow of proposed ditch, as concurred by the Designer), CCO No. 43 (\$4,878.00 increase to modify drainage system D94 to provide utility companies access to utility easement thereby resolving RFI No. 62), CCO No. 45 (\$2,000.00 increase for contractor to

Approved
 Mountain/Desert Policy Committee

Date: _____

Moved: Thomas Second:

In Favor: Opposed: Abstained:

Witnessed: _____

COG	CTC	X	CTA	X	SAFE	CMA
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Check all that apply.

remove abandoned utility vaults along Mariposa and Caliente Roads) and CCO No. 46 (\$95,200.00 increase for additional hydro-seeding and fiber rolls within the City of Hesperia right of way for conformance with the Regional Water Quality Control Board permit).

Financial Impact: This item imposes no financial impact, as all CCOs are within previously approved contingency amounts. Task No. 0890.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: Garry Cohoe, Director of Project Delivery



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: November 15, 2013

Subject: 2014 Mountain/Desert Policy Committee Meeting Schedule

Recommendation:* Approve the 2014 Mountain/Desert Policy Committee meeting schedule.

Background: The SANBAG Mountain/Desert Policy Committee has established a regular meeting schedule on the third Friday of each month, beginning at 9:30 a.m., in the Town of Apple Valley. Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be cancelled. It has also been the practice to modify the meeting date and time when the meeting has been rescheduled due to conflict with other meetings or holiday schedules. SANBAG staff, however, has been directed to make every effort to minimize deviation from the regular schedule to insure continuity of meetings and participation.

A proposed 2014 meeting schedule is identified below for approval. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SANBAG's standard procedure for meeting preparation. The proposed meeting schedule conforms mostly to the third Friday of each month. The only deviations are that the November meeting is proposed to be moved to the second Friday, November 14th, and the December meeting also be moved to the second Friday, December 12th. The November and December meeting changes are proposed due to the holidays. The proposed schedule is as follows:

*

	<p><i>Approved</i> <i>Mountain/Desert Policy Committee</i></p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

MDC1311a-az

<http://portal.sanbag.ca.gov/mgmt/workgroups/admin/Shared%20Documents/2014%20SANBAG%20Master%20Calendar.doc>

Mountain/Desert Committee

January 17, 2014
February 21, 2014
March 21, 2014
April 18, 2014
May 16, 2014
June 20, 2014
July 18, 2014 (Dark)
August 15, 2014
September 19, 2014
October 17, 2014
November 14, 2014*
December 12, 2014*

*Dates changed due to the holidays.

Financial Impact: Approval of the regular meeting schedule has no impact upon the SANBAG budget.

Reviewed By: This item is scheduled to be reviewed by the General Policy Committee on November 13, 2013; and the Metro Valley Study Session and Commuter Rail and Transit Committee on November 14, 2013.

Responsible Staff: Andrea Zureick, Director of Fund Administration and Programming

SANBAG 2014 Master Calendar

~ January 2014 ~

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 Board (Regular Date) New Year's Day HOLIDAY	2 SCAG Regional Council	3	4
			5	6	7 Orthodox Christmas HOLIDAY	8 Board (Proposed Date)
12	13	14 Muhammad's Birthday Islamic HOLIDAY	15 General Policy Committee	16 Metro Valley Study Session Commuter Rail/Transit Committee	17 M/Desert Committee	18
19	20 Martin Luther King Day HOLIDAY	21	22 League New Mayors & Council Members	23 League New Mayors & Council Members	24 League New Mayors & Council Members	25
26	27	28	29	30	31	Notes:

SANBAG 2014 Master Calendar

~ February 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5 Board	6 SCAG Regional Council	7	8
9	10	11	12 General Policy Committee	13 Metro Valley Study Session	14 SCRRA Board	15
16	17 President's Day HOLIDAY	18	19	20 Commuter Rail/Transit Committee	21 Mt/Desert Committee	22
23	24	25	26	27	28	Notes:

SANBAG 2014 Master Calendar

~ March 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 NACo. Legislative Conference
2 NACo. Legislative Conference	3 NACo. Legislative Conference	4 NACo. Legislative Conference	5 Board NACo. Legislative Conference	6 SCAG Regional Council	7	8
9	10	11	12 General Policy Committee	13 Metro Valley Study Session	14 SCRRA Board	15
16	17	18	19	20 Commuter Rail/Transit Committee	21 M/Desert Committee Naw-Ruz Baha'i HOLIDAY	22
23	24	25	26	27 City/County Conference	28 City/County Conference	29
30	31 Cesar Chavez	Notes:				

SANBAG 2014 Master Calendar

~ April 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Board	3 SCAG Regional Council	4	5
6	7	8	9 General Policy Committee	10 Metro Valley Study Session	11 SCRRA Board	12
13	14	15 Passover Jewish HOLIDAY (4/15-4/22)	16	17 Commuter Rail/Transit Committee	18 Mt/Desert Committee Good Friday Christian HOLIDAY	19
20 Easter Sunday	21 First Day of Ridvan Baha'i HOLIDAY	22 Passover Jewish HOLIDAY (Ends)	23	24	25	26
27	28	29 Ninth Day of Ridvan Baha'i HOLIDAY	30	Notes:		

SANBAG 2014 Master Calendar

~ May 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 SCAG Regional Council	2 Twelfth Day of Ridvan Baha'i HOLIDAY	3
4	5	6	7 Board	8	9 SCRRA Board	10
11 Mother's Day	12	13	14 General Policy Committee CSAC Legislative Conference	15 Metro Valley Study Session Commuter Rail/Transit Committee CSAC Legislative Conference	16 Mt/Desert Committee	17
18	19	20	21	22	23 Declaration of the Bab Baha'i HOLIDAY	24
25	26 Memorial Day HOLIDAY	27	28	29 Ascension of Baha'u'llah Baha'i HOLIDAY	30	31

SANBAG 2014 Master Calendar

~ June 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 Shavout Jewish HOLIDAY	4 Board	5 SCAG Regional Council	6	7
8	9	10	11 General Policy Committee	12 Metro Valley Study Session	13 SCRRA Board	14
15 Father's Day	16	17	18	19 Commuter Rail/Transit Committee	20 MT/Desert Committee	21
22	23	24	25	26	27	28 Beginning of Ramadan Islamic HOLIDAY
29	30	Notes:				

SANBAG 2014 Master Calendar

~ July 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Board	3 SCAG Regional Council	4 Independence Day HOLIDAY	5
6	7	8	9 General Policy Committee (DARK) Martyrdom of the Bab Baha'i HOLIDAY	10 Metro Valley Study Session (DARK)	11 SCRRA Board NACo Annual Meeting	12 NACo Annual Meeting
13 NACo Annual Meeting	14 NACo Annual Meeting	15	16	17 Commuter Rail/Transit Committee (DARK)	18 MV/Desert Committee (DARK)	19
20	21	22	23 Lailatul-Qadr Islamic HOLIDAY	24	25	26
27 End of Ramadan Islamic HOLIDAY	28	29	30	31	Notes:	

SANBAG 2014 Master Calendar

~ August 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6 Board (DARK)	7 SCAG Regional Council	8 SCRRA Board	9
10	11	12	13 General Policy Committee	14 Metro Valley Study Session	15 MV/Desert Committee	16
17	18	19	20	21 Commuter Rail/Transit Committee	22	23
24	25	26	27	28	29	30
31	Notes:					

SANBAG 2014 Master Calendar

~ September 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Labor Day HOLIDAY	2	3 Board League Annual Conference	4 SCAG Regional Council League Annual Conference	5 League Annual Conference	6
7	8	9	10 General Policy Committee	11 Metro Valley Study Session	12 SCRRA Board	13
14	15	16	17	18 Commuter Rail/Transit Committee	19 MT/Desert Committee	20
21	22	23	24	25 Rosh Hashanah Jewish HOLIDAY	26	27
28	29	30	Notes:			

SANBAG 2014 Master Calendar

~ October 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 Board	2 SCAG Regional Council	3	4 Yom Kippur Jewish HOLIDAY
5 Eid al-Adha Islamic HOLIDAY	6	7	8 General Policy Committee	9 Metro Valley Study Session Sukkot Jewish HOLIDAY (10/9-10/15)	10 SCRRA Board	11
12 APTA Annual Meeting	13 APTA Annual Meeting Columbus Day HOLIDAY	14 APTA Annual Meeting	15 APTA Annual Meeting	16 Rail/Transit Committee High Desert Opportunity Shmini Atzeret Jewish HOLIDAY	17 M/Desert Committee Simchat Torah Jewish HOLIDAY	18
19	20 Birth of the Bab Baha'i HOLIDAY	21	22	23	24	25
26	27	28	29	30	31 Halloween	Notes:

SANBAG 2014 Master Calendar

~ November 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5 Board	6 SCAG Regional Council	7	8
9	10	11 Veteran's Day HOLIDAY	12 General Policy Committee Birth of the Baha'u'llah Baha'i HOLIDAY	13 Metro Valley Study Session Commuter Rail/Transit Committee (Proposed)	14 M/Desert Committee (Proposed) SCRRA Board	15
16	17	18 CSAC Annual Meeting	19 CSAC Annual Meeting	20 Commuter Rail/Transit Committee CSAC Annual Meeting	21 M/Desert Committee CSAC Annual Meeting	22
23	24	25	26 Day of the Covenant Baha'i HOLIDAY	27 Thanksgiving HOLIDAY	28 Thanksgiving Day After HOLIDAY Ascension of Abdu'l-Baha Baha'i HOLIDAY	29
30	Notes:					

SANBAG 2014 Master Calendar

~ December 2014 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Board	4 SCAG Regional Council	5	6
7	8	9	10 General Policy Committee	11 Metro Valley Study Session Commuter Rail/Transit Committee (Proposed)	12 Mt/Desert Committee (Proposed) SCRRA Board	13
14	15	16	17 Hanukkah (12/17-12/24) Jewish HOLIDAY	18 Commuter Rail/Transit Committee	19 Mt/Desert Committee	20
21	22	23	24 Christmas Eve HOLIDAY	25 Christmas Day HOLIDAY	26 Kwanzaa (12/26-1/1) Interfaith/African American HOLIDAY	27
28	29	30	31 New Year's Eve HOLIDAY	Notes:		



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: November 15, 2013

Subject: La Mesa/Nisqualli Interchange Construction Cooperative Agreement

Recommendation:* That the Committee recommend the Board, acting as the San Bernardino Transportation Authority:

Approve Amendment No. 2 to Construction Cooperative Agreement No. C11200 with the City of Victorville for the La Mesa/Nisqualli Interchange Project.

Background: On May 4, 2011, the San Bernardino Associated Governments (SANBAG) Board, acting as the San Bernardino County Transportation Authority, entered into Cooperative Agreement C11200 for construction of the I-15 La Mesa/Nisqualli interchange project following the City of Victorville's (City) request that SANBAG take the lead as the project manager for the project. The agreement defines the roles and responsibilities of SANBAG and the City, including funding shares for the cost of the project and the establishment of an escrow account to manage the City's contributions to the project. This agreement was amended on January 9, 2013, to revise the funding plan to reflect construction contract award savings.

Based on the SANBAG Nexus Study, SANBAG and the City have 50/50 shares of the total project cost, which is currently estimated at \$43 million and the City is responsible for 100% of the SANBAG Management and Oversight costs up to \$600,000. Therefore, the City is responsible for a total project share of

*

	<p><i>Approved</i> Mountain/Desert Policy Committee</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG		CTC		CTA	X	SAFE		CMA	
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\$21,894,325. The City has deposited \$10 million of this into the escrow account required by C11200, and according to the terms of the agreement, was to maintain a minimum \$3 million balance in the account. In the event the City is not able to maintain this minimum balance, the agreement authorizes SANBAG to withhold Measure I Local Streets funds to meet the construction obligations plus interest until fully repaid by the City. Additionally, the agreement specifies that the City will comply with the provisions of the Measure I ordinance by ensuring that as development occurs, development impact fees fully reimburse any other City funds that may have been used for the project.

On May 21, 2013, the City notified SANBAG that it is unable to deposit additional funds into the escrow account in accordance with the agreement. On June 20, 2013, SANBAG notified the City that allocations of Measure I Local Streets funds would be withheld effective June 2013, and be applied to the City's share of the project cost plus interest (Attachment 1). SANBAG will continue to account for the City's share of project costs in the Local Projects Funds. The Victor Valley Measure I Major Local Highway (MLH) Bond Fund will provide an advance to the Local Projects Fund for the City's share of the project cost, which is estimated at \$11,894,325. The advance will be repaid from the Victorville Measure I Local Streets Fund. Staff estimates the Bond funds should be repaid by Fiscal Year 2016/2017. Because MLH allocations have been made with the conservative assumption that this might occur, this is not expected to impact any existing MLH allocations. However, this does limit the ability to make additional allocations of MLH funds until the Bond funds are fully reimbursed.

After reviewing the agreement for terms associated with the repayment of Measure I Local Streets funds by the City, staff determined that more explicit detail was required to ensure the agreement is compliant with the Measure I ordinance, specifically with regard to the requirement that Measure I not supplant the development share of project costs. Specifically, staff recommends clarification of the following language in Amendment 2:

1. Currently the agreement states that funds being deposited into escrow should be from Developer Impact Fees (DIF) and that if the City deposits City funds other than DIF funds, the City shall take a formal City action that those other City funds will be repaid with future-collected DIF funds. Staff recommends adding language to state that this also applies to funds being paid to SANBAG to repay the Measure I Local Streets loan. This is particularly important since SANBAG is using Measure I to pay the developer share.
2. The agreement does not address how the City will repay SANBAG so that the Measure I Local Streets funds can be released to the City. Staff recommends

adding language that is consistent with the terms being established for the Interchange Loan Program in the Valley subarea that states City will transfer all uncommitted DIF funds collected in the prior fiscal year until the City's share of the project cost plus interest is paid. SANBAG will release an equivalent amount of Local Streets funds to the City within 30 days of receiving the DIF payment. Additionally, if the City does not collect sufficient DIF funds by the expiration of Measure I to fully repay the loan of Local Streets funds, the City will no longer be obligated to make any further DIF payments for this project, and the Local Streets funds will remain as paid toward the City's share of the project cost. This will not be in violation of the Measure I ordinance since development would not have occurred at a pace necessary to contribute a full share to the project cost.

Financial Impact: This amendment is consistent with the adopted SANBAG Fiscal Year 2013/2014 Budget. However, this amendment does limit the ability to make future allocations from the Measure I MLH Bond Fund until the Bond Fund is reimbursed for the advance.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. The amendment and this staff report have been reviewed by SANBAG General Counsel.

Responsible Staff: Andrea Zureick, Director of Fund Administration and Programming



CONTRACT SUMMARY SHEET

Contract No. C 11200 Amendment No. 02

By and Between

San Bernardino Associated Governments and City of Victorville

Contract Description Construction Cooperative Agreement

Board of Director's Meeting Date: December 4, 2013

Overview of BOD Action: Approve amendment to Construction Cooperative Agreement amount to clarify terms of repayment of DIF to SANBAG.

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW

Original Contract Amount	\$	29,532,250.00	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	21,894,324.00	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0
Current Amendment Amount	\$		Contingency Amendment	\$	0
TOTAL CONTRACT VALUE	\$	21,894,324.00	TOTAL CONTINGENCY VALUE	\$	0
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 21,894,324.00

Contract Start Date 5/04/2011	Current Contract Expiration Date 12/31/2018	Revised Contract Expiration Date
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Has the contract term been amended? No Yes - please explain.

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 0888.

A Budget Amendment is required.

How are we funding current FY? City of Victorville and SANBAG Bond Fund and Corridor Mobility Improvement Account.

Federal Funds
 State Funds
 Local Funds
 TDA Funds
 Measure I Funds

Provide Brief Overview of the Overall Funding for the duration of the Contract:

City of Victorville shares 50.0% and SANBAG shares 50.0%.

Payable Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:

Retention? If yes, indicate % _____.

Disadvantaged Business Enterprise (DBE) Goal _____ %

Nike Barnum
Project Manager (Mike Barnum)

Garry Cohoe
Task Manager (Garry Cohoe)

Andrea Zureick
Dir. of Fund Admin. & Programming (Print Name)

Jeffery Hill
Contract Administrator (Print Name)

W. S. Murrison
Chief Financial Officer (Print Name)

NB Barnum 10/21/13
Signature Date

Garry Cohoe 10.21.13
Signature Date

Andrea Zureick 10/21/13
Signature Date

Jeffery Hill 10/22/13
Signature Date

W. S. Murrison 10/20/13
Signature Date

**AMENDMENT NO. 2 TO
COOPERATIVE AGREEMENT NO. C11200
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF VICTORVILLE
FOR
INTERCHANGE CONSTRUCTION AT LA MESA/NISQUALLI ROAD
IN THE CITY OF VICTORVILLE**

THIS AMENDMENT NO. 2 TO THE COOPERATIVE AGREEMENT NO. C11200 (AMENDMENT NO. 2) is between the San Bernardino County Transportation Authority (“AUTHORITY” or “SANBAG”) and the City of Victorville (“CITY”). AUTHORITY and CITY are each a “Party” and collectively “PARTIES”.

RECITALS

- A. WHEREAS, the Parties entered into COOPERATIVE AGREEMENT NO. C11200 (AGREEMENT) on the 4th day of May, 2011, to construct a new interchange on Interstate 15 at LaMesa/Nisqualli Road, in the City of Victorville (“PROJECT”); and
- B. WHEREAS, the Parties entered into AMENDMENT NO. 1 to the AGREEMENT (AMENDMENT NO. 1) to revise the Funding Plan for PROJECT; and
- C. WHEREAS, in AMENDMENT NO. 1 the PROJECT CONSTRUCTION WORK costs were estimated at \$43,152,349; and
- D. WHEREAS, in accordance with the Strategic Plan, the CITY is to be responsible for 100% of the SANBAG Management and Oversight costs in an amount not to exceed \$600,000 and a 50% share of the total eligible PROJECT CONSTRUCTION WORK expenses incurred in an amount not to exceed

\$21,894,325.00, as shown as Construction Management and Construction Capital in Attachment A of the AGREEMENT; and

- E. WHEREAS, an Escrow Account as required by the AGREEMENT was opened with an initial deposit by CITY of \$10,000,000; and
- F. WHEREAS, CITY has notified AUTHORITY on May 21, 2013, that it is unable to deposit additional funds into the Escrow Account in accordance with AGREEMENT; and
- G. WHEREAS, according to the terms of Paragraph 7 of Section III of the AGREEMENT, in the event of CITY's inability or failure to deposit additional funds into the Escrow Account, AUTHORITY is authorized to withhold from CITY the disbursement of any current or future allocation(s) of Measure I Local Streets funds and to apply such current or future allocation(s) to the CITY's 50% share of the cost of the PROJECT CONSTRUCTION WORK plus interest until such time as (a) CITY can contribute additional funds to the Escrow Account or (b) all of CITY's share of the costs of PROJECT CONSTRUCTION WORK plus interest have been paid to AUTHORITY; and
- H. NOW, THEREFORE, the Parties agree to amend the AGREEMENT to specify the terms of repayment to AUTHORITY and subsequent release of withheld Measure I Local Streets funds to CITY.

AGREEMENT

In consideration of the mutual promises herein and the above Recitals that are incorporated into this AMENDMENT NO. 2, the Parties agree as follows:

- 1. The AGREEMENT is amended in the following particulars:
 - a. Paragraph 1 of Section II (CITY RESPONSIBILITIES) is deleted and replaced with the following:

“In accordance with the Strategic Plan, to be responsible for 100% of the SANBAG Management and Oversight costs in an amount not to exceed \$600,000 and a 50% share of the total eligible PROJECT CONSTRUCTION WORK expenses incurred in an amount not to exceed \$21,894,325.00 as shown as Construction Management and Construction Capital in Attachment A. Also in accordance with the Strategic Plan, to fund its share of eligible PROJECT CONSTRUCTION WORK expenses from CITY's Road Service Development Impact Fees (DIF) account, except as provided herein.”
 - b. Paragraph 3 of Section II (CITY RESPONSIBILITIES) is deleted and replaced with the following:

“To continue to collect DIF funds for the purposes of meeting CITY’s share of the PROJECT in the remaining amount of \$11,894,325. In the event that CITY determines, in its discretion, that it must use other CITY funds (“Other CITY Funds”) to meet its obligations hereunder, then CITY shall (i) notify AUTHORITY that funds being deposited into the joint escrow account **in accordance with Paragraph 2 Section II or being paid to AUTHORITY in accordance with Paragraph 7 Section III** are not DIF funds and (ii) ensure that DIF funds are collected and used to repay those Other CITY Funds so applied to the PROJECT. In order to comply with the intention of Measure I, CITY’s obligation to repay Other CITY Funds with future-collected DIF funds shall be documented in the form of a formal CITY action and evidence of that action shall be provided to AUTHORITY upon the deposit of Other CITY Funds into the Joint Escrow Account **or upon payment to AUTHORITY.**”

- c. Paragraph 7 of Section III (IT IS MUTUALLY AGREED) is deleted and replaced with the following:

“In the event of CITY’s inability or failure to deposit additional funds into the Escrow Account, AUTHORITY is hereby authorized to withhold from CITY the disbursement of any current or future allocation(s) of Measure I Local Streets funds and to apply such current or future allocation(s) to the CITY’s 50% share of the cost of the PROJECT CONSTRUCTION WORK plus interest until such time as (a) CITY can contribute additional funds to the Escrow Account or (b) all of CITY’s share of the costs of PROJECT CONSTRUCTION WORK plus interest have been paid to AUTHORITY. The amount of Measure I Local Streets funds withheld from disbursement to CITY and applied to pay CITY’s 50% share of the cost of the PROJECT CONSTRUCTION WORK plus interest shall be a “Local Streets Loan”. Interest will be calculated annually on any unpaid balance at the same rate as yielded by investments in the State of California Local Agency Investment Fund.”

“Not later than July 31 of each year in which a Local Streets Loan remains unpaid, CITY shall transfer to AUTHORITY all uncommitted DIF collected by CITY in the prior Fiscal Year up to the amount of the unpaid Local Streets Loan. Within thirty (30) calendar days after AUTHORITY’s receipt of a DIF payment from CITY, AUTHORITY shall release to CITY Measure I Local Streets funds in an amount equal to CITY’s payment, less accumulated interest. If the Local Streets Loan is not paid in full as of the expiration date of Measure I due to insufficient uncommitted DIF collected by CITY, CITY’s obligations to make any further DIF payments to AUTHORITY shall cease and this AGREEMENT shall terminate.”

- c. Paragraph 12 of Section III (IT IS MUTUALLY AGREED) is deleted and replaced with the following:

“This Agreement shall continue in full force and effect through December 31, 2018. In the event that the conditions in Section III, paragraph 7 are not fulfilled as of December 31, 2018, then AUTHORITY shall continue to withhold from CITY the disbursement of any current or future allocation(s) of Measure I Local Street funds and to apply such current or future allocation(s) as provided in Section III, paragraph 7, the force and effect of which shall survive the termination date of December 31, 2018, or any other termination of this Agreement, until CITY’s obligation to AUTHORITY is satisfied.”

2. All other terms and conditions of COOPERATIVE AGREEMENT NO. C11200, as previously amended, shall remain in full force and effect.
3. The COOPERATIVE AGREEMENT NO. C11200 and the AMENDMENT NO. 1 are incorporated into and made a part of this AMENDMENT NO. 2.
4. This AMENDMENT NO. 2 is effective on the date executed by AUTHORITY.

-----SIGNATURES ON FOLLOWING PAGE-----

IN WITNESS WHEREOF, the Parties hereto have executed this Amendment No. 2 below.

PARTIES declare that:

1. Each Party is an authorized legal entity under California state law.
2. Each Party has the authority to enter into this Amendment No. 2.
3. The people signing this Amendment No. 2 have the authority to do so on behalf of their public agencies.

**San Bernardino County
Transportation Authority**

City of Victorville

By: _____
W. E. Jahn, Chair
SANBAG Board of Directors

By: _____
James L. Cox, Mayor
City of Victorville

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
AUTHORITY General Counsel

By: _____
Andre de Bortnowksy
City Attorney

Date: _____

Date: _____

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: November 15, 2013

Subject: Ten-Year Delivery Plan Update

Recommendation:* Receive report on the planned update to the Ten-Year Delivery Plan.

Background: In January 2012, the SANBAG Board adopted the first Measure I 2010-2040 Ten-Year Delivery Plan (Delivery Plan). The Delivery Plan provides a transparent list of projects that will be developed during the ten year period and defines the current assumptions related to scope, schedule, and budget. Additionally, it enables SANBAG to meet the requirements of bond rating agencies for the future sale of bonds and provides the basis for the preparation of SANBAG's annual budget for capital projects. The Delivery Plan is intended to be a living document that is updated at least every two years to capture revisions to projects and assumptions, actual revenue received, and actions taken by the SANBAG Board. This discussion will provide background information to inform discussion over the next several months as staff is preparing for the biennial update.

The Delivery Plan was developed within the policy framework established by the voter-approved Measure I Expenditure Plan and the Measure I 2010-2040 Strategic Plan. The analysis to develop the Delivery Plan began with obtaining a detailed definition of projects from the various Measure I programs that can be delivered within the first ten years of the Measure. The project costs, estimated in escalated dollars, were balanced against projected revenues. To obtain this

*

Approved
Mountain/Desert Policy Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG		CTC		CTA	X	SAFE		CMA	
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Check all that apply.
 MDC1311c-az

balance, the project costs and revenue data were entered into EcoSys, a software tool that was customized to evaluate fund management scenarios in a web-based live environment. The analysis cycle continued until a reasonable balance was reached between project costs and available revenue, while applying ordinance and policy criteria. The last step was completing a bonding analysis to accelerate project delivery in the programs specified in the Strategic Plan.

The Delivery Plan analysis determined that many of the critical projects that will bring congestion relief and improved mobility and safety can be delivered in the first ten years of the Measure I 2010-2040. Additionally, there were several policy decisions made by the Board during development of the Delivery Plan that enabled some of these projects to move forward:

- SANBAG and Valley subarea jurisdictions received almost \$65 million in Proposition 1B Trade Corridors Improvement Funds (TCIF) for priority grade separations in the Measure I grade separation subprogram. To be able to meet the delivery commitments for these projects, it was determined that bonding was required, Proposition 1B funds would have to be maximized on grade separation projects, and the percentage of Valley Major Street Program funds going to the grade separation subprogram would have to be increased from the 20% identified in the Strategic Plan. As of the June 2013 California Transportation Commission meeting, all of the TCIF had been allocated and most of the construction contracts have been awarded.
- SANBAG policy states that Congestion Mitigation and Air Quality (CMAQ) funds will be prioritized in the Valley for 1) regional programs such as rideshare and signal synchronization, 2) transit capital projects, and 3) freeway High Occupancy Vehicle (HOV) projects. The Board directed staff to assign CMAQ necessary to develop the I-10 Corridor Improvement Project alternatives and to assign the balance of the CMAQ funds to the Metrolink/Rail Program to reduce bonding costs for implementing Redlands Rail and provide additional funding flexibility for unforeseen transit and Metrolink needs. This decision was made at the cost of the I-15 Express Lane alternative; however further analysis indicated that the I-15 Express Lane alternative could still be financially feasible, and that project remained in the Delivery Plan.
- The Mountain/Desert subareas identified priority projects for the Major Local Highway Program and authorized bonding to meet these project needs in the Victor Valley and North Desert subareas. The other Mountain/Desert subareas will deliver projects on a pay as you go basis.
- The Delivery Plan included two delivery scenarios for the Valley Freeway Program: 1) HOV lanes on I-10 or 2) express lanes on both I-10 and I-15.

The Delivery Plan will continue to include both scenarios until a preferred alternative is selected or an alternative is removed.

- The Delivery Plan recognized the need to commence project development work on the I-10 Truck Climbing Lane from Live Oak Road to the Riverside County Line so that SANBAG remains competitive for any goods movement funds that might become available in the future.

Revenue Forecast

The Delivery Plan assumed a combination of inflation and real growth in calculating Measure I revenue growth that ranged from a total of 3.3% in the first year up to 4.8% for the last seven years of the Delivery Plan. Staff is analyzing whether the growth rates should be adjusted to be slightly less aggressive, but because growth will be based on a higher actual to date, the total Measure anticipated over the ten year period is anticipated to be higher than was originally forecast. A comparison of the assumptions to actuals for the first three years of the Delivery Plan is shown in Table 1.

**Table 1. Revenue Comparison – Forecast to Actual
 Fiscal Year 2010/2011-2012/2013 (\$1,000s)**

Revenue Source	Forecast	Actual
Measure I		
Cajon Pass	\$9,309	\$10,777
Valley	\$262,906	\$300,493
Colorado River	\$749	\$591
Morongo Basin	\$6,961	\$6,013
Mountains	\$5,311	\$5,216
North Desert	\$8,528	\$16,052
Victor Valley	\$38,101	\$42,945
Total Measure I	\$331,865	\$382,087

State and Federal funds were assumed to remain at current funding levels. Looking forward, most assumptions from the Delivery Plan will remain valid in the Update with the exception of the revenue forecast for the Federal Transportation Enhancement funds, which is now a competitive program under the new Federal Transportation Act, and State Transportation Improvement Program (STIP) projections that were slightly lower in the latest Fund Estimate approved by the CTC than had been expected.

Bonding Analysis

Staff will be building on the bonding strategy of the Delivery Plan. The bonding analysis used the following criteria:

- Minimum agency-wide debt coverage ratio: 1.5
- Individual programs must have positive cash flow over the term of the bond
- Latest bond issuance: 2022

The Delivery Plan anticipated bonding opportunities for the following Programs:

- Cajon Pass
- Valley Freeway Program
- Valley Major Street Program (Grade Separation Subprogram)
- Valley Metrolink-Rail Program
- Victor Valley Major Local Highway Program
- North Desert Major Local Highway Program

The Cajon Pass, Valley Major Street, and Victor Valley Major Local Highway Programs were included in the 2012 bond issuance. Since adoption of the Delivery Plan, the Board has been supportive bonding for the Valley Freeway Interchange Program to advance delivery of the priority interchanges. Staff will be evaluating the need and timing for future bonding in the Delivery Plan update.

Program Status

The following tables provide a brief overview of the projects that were identified for development and the current status of the project relative to that forecast in the Delivery Plan for construction completion and for total project cost.

Cajon Pass – The Cajon Pass Program receives 3% of the revenue generated in the Valley and Victor Valley subareas. The Measure I Strategic Plan identified the I-15/I-215 (Devore) interchange project as the only project that forecast Measure I revenue in this program could fund.

Table 2. Cajon Pass Delivery Plan Project Status

Project	Schedule	Cost	Phase
Devore IC	✓	✓	Const

Valley Freeway Program – The Valley Freeway Program receives 29% of the revenue generated in the Valley subarea. The Delivery Plan analyzed the Freeway Program through 2025 because of the long duration of the projects. Additionally, two alternatives were analyzed: an HOV alternative on I-10 and an express lane alternative on I-10 and I-15. Both the I-215 Barton and I-215 Mt. Vernon/Washington interchanges are included in the Freeway Program because they were originally included in the scope of the I-215 Bi-County project.

Although the costs for the express lane alternatives have increased significantly, financial analysis presented to the Board at previous meetings has shown them to be feasible alternatives. Additionally, the Delivery Plan identified the importance of beginning project development for the eastbound I-10 Truck Climbing Lane project from Live Oak Canyon Road to the Riverside County Line.

Table 3. Valley Freeway Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
I-215 Bi-County HOV	+1 yr	+ \$13M	Const
I-215 Barton IC	+2 yr	+ \$1M	PA/ED
I-215 Mt Vernon IC	+2 yr	+ \$13M	PA/ED
SR-210 Widening	+1 yr	✓	PA/ED
I-10 HOV Alt.	+5 yr	+ \$4M	PA/ED
I-10 Express Lane Alt.	+5 yr	+ \$709M	PA/ED
I-15 Express Lane Alt.	+1 yr	- \$14M	PSR

Valley Freeway Interchange Program – The Valley Freeway Interchange Program receives 11% of revenues generated in the Valley subarea. The Delivery Plan included three interchanges that were already under development and the top seven interchanges from the Nexus Study. The schedules were adjusted so that the projects could be delivered without need for bonding. However since that time, the Board has been supportive of plans to advance delivery of the top interchanges, which may require bonding.

Table 4. Valley Freeway Interchange Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
I-10/Cherry IC	✓	+ \$7M	Const
I-10/Citrus IC	✓	+ \$5M	Const
I-10/Tippecanoe IC	✓	✓	Const/ROW
I-10/Cedar IC	+1 yr	+ \$4M	PS&E
SR-210/Baseline IC	✓	+ \$5M	PA/ED
SR-60/Central IC	-1 yr	- \$22M	PA/ED
I-10/University IC	-3 yr	- \$2M	PA/ED
I-215/University IC	+1 yr	+ \$10M	PSR
I-10/Alabama IC*	✓	✓	PA/ED
I-15/Baseline IC	+2 yr	+ \$11M	Const

* Included in I-10 Corridor PA/ED

Valley Major Streets Program – The Valley Major Streets Program receives 20% of the revenue generated in the Valley subarea. Of this, 40% is first apportioned to repayment of Project Advancement Agreements (PAA), which are

currently anticipated to be fully repaid by 2018. After this 40% set-aside for PAAs, the Strategic Plan further divided the Major Streets Program into an arterial subprogram (80%) and a grade separation subprogram (20%). The Delivery Plan included six grade separations in the grade separation subprogram and modified distribution of Major Street funds between the arterial and grade separation subprograms to front-load the grade separation subprogram so that the TCIF program could be delivered. The grade separation subprogram is not to receive funds for any projects outside of the six identified until the arterial subprogram reaches 80% of the Major Street Program apportionments. Bonding is required to deliver the grade separation subprogram, and depending on the results of contract awards for construction, additional adjustment between the subprograms may be required to fully fund the grade separations listed below. The arterial subprogram is a pay as you go, reimbursement program with project selection consistent with the Nexus Study but at the local level.

Table 5. Valley Grade Separation Subprogram Delivery Plan Project Status

Project	Schedule	Cost	Phase
North Vineyard Ave	✓	- \$17M	Const
S Milliken Ave	+1 yr	- \$9M	Const
N Milliken Ave	✓	+ \$20M	Complete
Glen Helen Pkwy	✓	✓	Const
Palm Ave	✓	+ \$1M	Const
Laurel Ave	- 1 yr	+ \$9M	Const

Valley Metrolink-Rail Program – The Valley Metrolink-Rail Program receives 8% of the revenue generated in the Valley subarea. The Strategic Plan prioritized the extension of passenger rail to Redlands over the extension of the Gold Line to Montclair. The Delivery Plan identified full funding for the Metrolink extension to San Bernardino and passenger rail from San Bernardino to Redlands, preliminary engineering to define a conceptual scope of the Gold Line extension to Montclair, and funds necessary to meet ongoing transit needs. It was anticipated that bonding would be necessary for delivery of these projects. The Delivery Plan noted that the Gold Line extension would need to be developed in conjunction with the Los Angeles County portion of the Gold Line extension from Azusa to Montclair. Although the final environmental document for the Los Angeles County portion was certified in March 2013, no funding has been secured for final design or construction, which is estimated to cost \$850 million and take four years to complete.

Table 6. – Valley Metrolink-Rail Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
Metrolink Extension	+1 yr	+ \$4M	Const
Redlands Rail	+2 yr	+ \$80M	PA/ED
Gold Line Prelim Eng			N/A

Valley Express Bus-Bus Rapid Transit Program – The Valley Express Bus-BRT Program receives 2% of the revenue collected in the Valley. With Board approval, this increases to at least 5% and no more than 10% in 2020 with the Major Streets Program being reduced by a like amount. This program is administered on a pay as you go basis, and the only project that was identified in the Delivery Plan was the E Street BRT. The Board recently voted to delay development of any future corridors until Fiscal Year 2018/2019 because of the high capital cost to implement BRT service and the concern with availability of operating revenue. The full range of available service improvements, such as signal prioritization and skip stop service, will be analyzed as the Board considers the appropriate path forward.

Table 7. – Valley Express Bus-BRT Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
E Street BRT	✓	✓	Const

Victor Valley Major Local Highway Program – The Victor Valley Major Local Highway Program receives 25% of the revenue generated in the Victor Valley subarea. During development of the Delivery Plan, the Victor Valley subarea representatives, Mountain/Desert Policy Committee, and SANBAG Board developed a list of priority projects identified in Table 8. It was anticipated that bonding would be required to meet the project delivery schedules.

Table 8. – Victor Valley Major Local Highway Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
I-15/La Mesa Nisqualli IC	✓	+ \$9M	Complete
Yucca Loma Bridge	✓	✓	Const
I-15/Ranchero IC	✓	- \$12M	Const
Yates/Green Tree	+2 yr	✓	Const/PS&E
US-395 Widening	+2 yr	+ \$2M	PS&E
Ranchero Rd Corridor	+2 yr	✓	Various

Rural Major Local Highway Program – The Rural Major Local Highway Program receives 25% of the revenue generated within each individual subarea. With the exception of the North Desert subarea as needed for the Lenwood grade separation project, the Rural Mountain-Desert subareas anticipate administering the Major Local Highway Program on a pay as you go basis. The subareas have developed priority projects but have not identified schedules or costs for most projects. Allocations to projects have been occurring at the request of the jurisdiction with concurrence by the subarea representatives and approval by the Mountain/Desert Policy Committee and the Board.

**Table 9. North Desert Major Local Highway Program
 Delivery Plan Project Status**

Project	Schedule	Cost	Phase
Lenwood GS	+1 yr	✓	Const

**Table 10. Rural Mountain/Desert Subareas
 Major Local Highway Program Allocations**

Subarea/Project	Allocation	Phase
Mountain		
Village L Project	\$1,200,000/\$1,200,000 AEA	Complete
Morongo Basin		
SR-62/Rotary Way Signal	\$552,340	Complete
SR-62/Canyon to Sunrise	\$300,000	Complete
National Park Dr	\$200,000	Const
SR-62/Apache to Palm	\$135,000	Const
SR-62/LaHonda to Dumosa	\$90,000	Const
SR-62/Dumosa Signal	\$471,000	Pre-Const
Colorado River		
J St Connector	\$140,290	R/W

As is usually the case, projects have generally experienced delays in progress toward construction and the funding picture has not changed significantly over the past two years. Therefore, staff does not anticipate that the update to the Delivery Plan will include many new projects or new funding strategies but will instead be an update to project costs and schedules and provide the data necessary to develop the 2014 bonding strategy. To meet the data needs for the 2014 bond issuance, staff anticipates presenting draft results for the update to the Delivery Plan at the December Committee meetings and final recommendations in January for approval by the Board in February.

Financial Impact: This item does not impact the adopted SANBAG budget.

Reviewed By: This item is scheduled for review by the Commuter Rail and Transit Committee and the Board Metro Valley Study Session on November 14, 2013.

Responsible Staff: Andrea Zureick, Director of Fund Administration and Programming



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: November 15, 2013

Subject: State and Federal Fund Proportional Distribution Principles

Recommendation:* That the Committee, acting as the San Bernardino County Transportation Commission:

Authorize SANBAG staff to develop a draft policy concerning the monitoring of State and Federal funds distribution between Subareas based on the following principles:

- a. The Measure I 2010-2040 Expenditure Plan says that a proportional share of State and Federal funds shall be reserved for each subarea;
- b. To monitor compliance with the Expenditure Plan, the Board must define a proportional distribution;
- c. The policy should not impact the deliverability of the Expenditure Plan;
- d. The policy should maximize flexibility in the funding and delivery of projects by allowing for monitoring the overall distribution of State and Federal funds rather than the distribution of each individual fund source; and
- e. The policy should not impact current Board-adopted policies on the distribution of individual State and Federal fund sources, nor should it restrict the authority of the Board to adopt fund-specific distributions of future fund sources.

*

Approved
 Mountain/Desert Policy Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG		CTC	X	CTA		SAFE		CMA	
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Check all that apply.

MDC1311d-az

<http://portal.sanbag.ca.gov/mgmt/committee/desert/mdc2013/mdc1311/AgendaItems/MDC1311d1-az.pdf>

<http://portal.sanbag.ca.gov/mgmt/committee/desert/mdc2013/mdc1311/AgendaItems/MDC1311d2-az.pdf>

Background:

At the August 15, 2013, Metro Valley Study Session meeting, SANBAG staff began to introduce the necessity of the development of a policy concerning the distribution of State and Federal funds between subareas. The discussion of the agenda item, included as Attachment 1, was deferred at the request of the Metro Valley Study Session so that staff could receive input and/or concurrence from both the Transportation Technical Advisory Committee (TTAC) and City/County Managers Technical Advisory Committee (CCMTAC) on principles to be used for the policy development. At the August and early September TTAC and CCMTAC meetings, SANBAG staff presented background information to educate both TACs on the current policies that will eventually lead to development of a proposed policy for approval by the SANBAG Board. The background information that was provided to both TACs is included as Attachment 2.

Staff has received concurrence from both TACs on the proposed principles recommended for use as the basis for policy development and as described below.

- a) The Measure I 2010-2040 Expenditure Plan says that a proportional share of State and Federal funds shall be reserved for each subarea.

Explanation: Specifically, the Expenditure Plan states: A proportional share of projected State and Federal transportation funds shall be reserved for use solely within the Valley and individual Mountain/Desert subareas.

- b) To monitor compliance with the Expenditure Plan, the Board must define a proportional distribution.

Explanation: The Expenditure Plan does not define what is intended by a “proportional share.” For staff and the Board to monitor whether allocations of State and Federal funds are occurring in compliance with the Expenditure Plan, the Board must define “proportional.”

- c) The proportional distribution approved by the Board should not impact the deliverability of the Expenditure Plan.

Explanation: There are many ways to define proportional. Borrowing from current fund distribution methods, it could be based on the State and Federal distribution formulas, population, revenue generation, road miles, or any combination of these. The distribution can vary widely depending on the measure chosen. SANBAG has historic allocation policies or practices that were used as planning assumptions in the development of the Expenditure Plan. These assumptions are primarily based on the historic split of funds between the Valley and Mountain/Desert areas that result from SANBAG applying the State or Federal distribution methodology at the local level.

Because population is a dominant factor in the State and Federal distribution formulas, the assumptions in the Expenditure Plan more closely follow a population distribution than a road miles distribution, with a road miles distribution causing an overall variance of as much as 30% from the assumptions in the Expenditure Plan. Losing access to 30% of the projected State and Federal revenue in the Valley subarea will impact SANBAG's ability to provide public share funds and could impact the deliverability of the Freeway Program as it's currently defined.

- d) The proportional distribution should be managed in a way that will maximize flexibility in the funding and delivery of projects by allowing for monitoring the overall distribution of State and Federal funds rather than the distribution of each individual fund source.

Explanation: Each fund that comes to SANBAG for allocation has unique eligibility requirements and availability timelines. If the subareas are required to focus on developing projects that meet eligibility or schedule requirements, they may lose the ability to focus on delivering the highest priority projects. Monitoring the distribution of State and Federal funds at a "pooled" level rather than by each individual funds source gives the Board and individual jurisdictions the flexibility to focus on developing funding plans for priority projects rather than on developing projects to use certain sources of funds. Monitoring at a pooled level allows subareas to trade fund sources to meet individual needs while ensuring everyone gets their share in the end.

- e) The policy should not impact current Board-adopted policies on the distribution of individual State and Federal fund sources, nor should it restrict the authority of the Board to adopt fund-specific distributions of future fund sources.

Explanation: As discussed in (c) above, the Expenditure Plan was based on the historical distribution of State and Federal funds within the county, which is largely based on SANBAG applying the State or Federal distribution methodology at the local level. In certain circumstances, the Board has approved an alternate distribution methodology. Staff recommends that the new policy that defines proportionality retain that flexibility for the Board to define fund-specific distribution methodologies. Choosing a population or revenue generation distribution measure takes away some of this flexibility.

In consideration of the principles above, staff is requesting authorization to develop a draft distribution policy for approval by the Board that monitors State and Federal funds distribution at a pooled level and that relies on current Board-adopted policies on the distribution of State and Federal funds, while also

allowing the Board to develop fund-specific distributions for future fund sources that may arise.

Financial Impact: This item has no impact on the adopted SANBAG Budget.

Reviewed By: The material in this agenda item was reviewed and concurred with by the Transportation Technical Advisory Committee on September 30, 2013 and the City/County Managers Technical Advisory Committee on October 5, 2013. This item is scheduled for review by the Board Metro Valley Study Session on November 14, 2013.

Responsible Staff: Andrea Zureick, Director of Fund Administration and Programming



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: August 15, 2013

Subject: State and Federal Fund Equity Distribution Principle

- Recommendation:***
1. Receive overview of State and Federal funds available for projects in San Bernardino County and current SANBAG policies related to the distribution of those funds.
 2. Provide input on policy development to measure proportionality and geographic equity in the distribution of State and Federal funds.

Background: In California, Regional Transportation Planning Agencies and County Transportation Commissions, such as SANBAG, are authorized by State law to allocate certain State and Federal funds for transportation projects within the county. The Measure I 2010-2040 Ordinance specifies that State and Federal transportation funds are to be distributed proportionally among the Valley and Mountain/Desert subareas, and the adopted SANBAG Measure I 2010-2040 Strategic Plan further identifies geographic equity over the life of the Measure as one of the key principles of the Strategic Plan. However, the Strategic Plan does not define how proportionality or geographic equity is to be measured, and while the Expenditure Plan assumed State and Federal funds are available to supplement Measure I funds and even contains policies concerning the use of these funds, there are no adopted policies or procedures in place to monitor whether State and Federal funds are distributed equitably among geographic areas within the region.

*

Received and Filed

L. Dennis Michael suggested that this information be presented to the TTAC and City Managers for specific input on staff's recommendations. Members of the Board recommended follow up discussions occur between the Board Members and their City Managers. The information will be brought back before the Metro Valley Study Session at a later date.

Approved
 Board Metro Valley Study Session

Date: August 15, 2013

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: Musea W. Williams

COG		CTC	X	CTA	X	SAFE		CMA	
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Check all that apply.
 MVSS1308B-PC
 MVSS1308B1-PC

The purpose of this agenda item is to provide background on the various State and Federal fund sources apportioned to SANBAG and the current Board-approved allocation policies related to those funds and to solicit input on methods to monitor equitable distribution of these funds over the life of the Measure.

There are three major State and Federal funding sources that are apportioned to SANBAG for allocation decisions according to eligibility and adopted SANBAG allocation policies: Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funds, which are federal funds, and State Transportation Improvement Program (STIP) funds, which are typically Federal funds administered by the California Transportation Commission (CTC) through a State program. A summary of each fund source and typical funding levels are provided in Attachment A. The SANBAG Board-adopted allocation policies for these funds are described below.

CMAQ Funds Allocation Policy: SANBAG Policy 40001 defines a prioritization for the use of CMAQ funds in the Valley subarea: 1) Board-approved regional programs such as rideshare, freeway service patrol, regional signal synchronization; 2) Transit and rail capital and start-up operating costs; 3) High Occupancy Vehicle facility components of the Measure I Valley Freeway Program. The Mountain/Desert subareas do not have policies developed through the Strategic Plan related to the allocation of State and Federal funds, but in 2003 the SANBAG Board adopted a similar policy for the Mountain/Desert area that would allocate per priority 1 and 2 above with any balance of funds available allocated through a call for projects.

STP Funds Allocation Policy: SANBAG Policy 40001 states that all STP funds apportioned to the Valley subarea will be allocated to the Measure I Valley Freeway Program. Although there is no defined allocation policy in the Mountain/Desert subareas, the funds available for the Victor Valley subarea are considered public share funds and are being used to augment Measure I Major Local Highway Program allocations to projects identified in the Measure I 2010-2040 Ten-Year Delivery Plan. For the Rural Mountain/Desert Subareas, SANBAG has allocated funds through set-asides and priority project allocations, administered calls for projects, and has even exchanged Measure I Valley Major Projects Program funds; however, because of the limited eligibility of Valley Freeway Projects for these rural area funds, to do this again would require careful consideration.

STIP Funds Allocation Policy: Section IV.B.4.b. of the Strategic Plan concerning Financial Analysis of the Valley Freeway Program states that 100% of all State and Federal funds available to the Valley subarea for roadway programs

will be allocated to the Valley Freeway Program with the exception of certain interchanges and railroad grade separation projects. Again, while there is no defined allocation policy in the Mountain/Desert subareas, the funds available for the Victor Valley subarea are considered public share funds and are being used to augment Measure I Major Local Highway Program allocations to projects identified in the Measure I 2010-2040 Ten-Year Delivery Plan. There is nothing in the STIP Guidelines that dictates how funds are to be distributed between areas of a county, but there is a focus on performance measurement and cost effectiveness, both of which must be reported on in the STIP submittals. SANBAG has historically tried to maintain a 75/25 percent split of STIP funds between the Valley and Mountain/Desert subareas, respectively, a split that was reinforced in the Strategic Plan funding assumptions.

Special Funding Opportunities: In addition to the annual apportionments described above, over the past decade special funding opportunities have arisen, such as Proposition 1B and the American Recovery and Reinvestment Act (ARRA), and the SANBAG Board has acted to define distribution policies. While most funds have been distributed within the county based on program eligibility, project readiness, and full funding availability, the Board adopted allocation formulas for the Proposition 1B State Local Partnership Program (SLPP) based on 50% population/50% centerline miles and a local/federal exchange program for ARRA funds that were distributed on a per capita basis.

As far as State and Federal agencies are concerned, SANBAG has flexibility in the distribution of funds within the county. As detailed in Attachment A, the only fund source with distribution limitations is STP, which has distinct urban and rural apportionments. This provides flexibility to SANBAG to determine how to monitor the proportional and equitable distribution of these funds.

Policy Decision #1

The first policy decision that will be the subject of a future recommendation is how to define the proportional and equitable distribution that is referenced in both the Ordinance and the Strategic Plan. The discussions assume that the use of the words “proportional” and “equitable” were intended to be interchangeable in the Ordinance and Strategic Plan. The concept would be for proportionality/equity to be measured from 2010 through 2040, just as equity is being viewed for Measure I funds. Staff has identified the following measures that are typically used in the distribution of transportation funds while remaining consistent with current Board-approved policies:

1A. Legislative Distribution

This option measures distribution of funds between subareas according to how each individual fund source was distributed to each county by the state. As detailed in Attachment A, this is fund-specific and can be based on factors such as

population, severity of air quality problems, and road miles. For example, STP funds would be made available to each subarea based on generally a per capita distribution, CMAQ would be distributed based on a combination of population and air quality factors, and STIP would be distributed based on a combination of population and road miles.

1B. Population-Based Distribution

This option measures distribution of funds based on the population of each subarea. STP distribution would be based on population within the federally defined urban/rural area splits within the county. CMAQ and STIP would be distributed based on population in each subarea.

1C. Centerline Miles Distribution

This option measures distribution of funds based on the amount of centerline road miles on the federal road network within each subarea. STP distribution would be based on road miles within the federally defined urban/rural area splits within the county. CMAQ and STIP would be distributed by road miles within each subarea. In this calculation, the centerline miles for the Interstate in the North Desert and Colorado River subareas were removed from the calculation because improvement to I-15 and I-40 in those subareas were not contemplated in the Measure and this would disproportionately weight the share of State and Federal funds to these subareas.

1D. Hybrid – 50/50 Population and Centerline Miles Distribution

This option measures distribution of funds using a hybrid approach with 50% of the funding based on population in each subarea as described in B above and 50% based on centerline miles in each subarea as described in C above.

1E. Measure-Based Distribution

This option measures distribution of funds based on the distribution of Measure funds to each subarea. STP distribution would be based on Measure distribution within the federally defined urban/rural area splits within the county. CMAQ and STIP would be distributed based on the Measure distribution to each subarea.

Policy Decision #2

The second policy decision that will be the subject of a future recommendation is whether or not to measure distribution on a fund-by-fund basis or on an accumulated basis. For both cases, the concept would be for proportionality/equity to be measured from 2010 through 2040, just as equity is being viewed for Measure I funds.

2A. Fund-by-Fund Distribution

This option would measure distribution of each individual fund source according to the distribution options above to ensure that each individual fund source is distributed equitably between subareas.

2B. Accumulated Distribution

This option would measure the cumulative distribution of funds after each fund source is distributed according to the options above.

Goal of this Exercise

Before discussing which options staff finds most favorable, it is important to clarify the goal of this exercise. The Strategic Plan was developed based on a set of twelve “overarching principles”. The overarching principles are intended to be the foundation of policy decisions with regard to Measure programs. Geographic equity over the life of the Measure is the sixth overarching principle identified in the Strategic Plan. The first five principles are as follows:

1. Deliver all Expenditure Plan projects at the earliest possible date.
2. Seek additional and supplemental funds as needed for completion of all Expenditure Plan projects.
3. Maximize leveraging of State, federal, local, and private dollars.
4. Ensure use of federal funds on otherwise federalized projects.
5. Sequence projects to maximize benefit, minimize impact to the traveling public, and support efficient delivery.

Restrictive policies concerning the allocation of State and Federal funds will definitely ensure geographic equity over the life of the Measure but can run counter to the first five principles that focus on delivering projects efficiently and maximizing funding sources that can augment Measure. It is not reasonable to expect that each subarea would have priority projects ready for delivery at any given time meeting the various eligibility requirements for multiple fund sources. It may not even be reasonable to expect that this could be accomplished on five or ten year intervals. Forcing expenditure of funds on set time constraints can result in lower priority projects moving forward simply because they can be delivered. Therefore, staff does not expect that the information resulting from this exercise would be used at any set interval of time to ensure equity or to dictate allocation decisions. Rather staff expects that this information will be used to inform allocation decisions, to provide each subarea assurance that their share of funds is being monitored, and to provide a means to measure how funds are being distributed over time, with the goal being an equitable distribution of funds by 2040.

Favored Options

Staff currently favors the use of Option 1A and Option 2B in measuring the equity of State and Federal fund distribution, but will be obtaining further input from technical and policy committees.

Option 1A measures distribution of funds between subareas according to how each individual fund source was distributed to each county by the state. Staff favors 1A because this most closely follows the current allocation policies approved by the SANBAG Board. Choosing to move to a maintained miles-based or hybrid-based distribution can alter distributions by 10-20% and could have a significant impact on the deliverability of the Measure programs as contemplated in the Strategic Plan.

Additionally, since each individual fund source has its own eligibility limitations and time constraints, staff favors Option 2B that allows for monitoring fund distribution shares by overall total of all funding sources rather than by each individual fund source. This will provide the Board flexibility to make meaningful allocation decisions that can take funding applicability, performance measures, funding gaps, project and fund management complexity, and project schedules into consideration. For example, nothing would prevent the Board from allocating a certain fund based on strict allocation formulas so that every subarea gets a share, as was done for the SLPP funds, but this would also give the Board flexibility to choose to focus the more cumbersome Federal funds on larger projects and State funds on smaller projects in the rural areas. The development of this policy does not attempt to amend the existing fund allocation policies, but the Board could choose to approve exceptions to the allocation policies if it benefits the delivery of certain projects.

Attachment B includes examples of how each distribution method compares to the actual allocations that have occurred since the beginning of Measure I 2010-2040 assuming that funds are monitored by overall total of all funding sources (Option 2B). The funding sources included in the total of actual allocations are CMAQ, STP, STIP, SLPP, Trade Corridors Improvement Fund, and Corridor Mobility Improvement Account.

Next Steps

After discussion of these considerations with the Transportation Technical Advisory Committee, the City/County Managers Technical Advisory Committee, and SANBAG Policy Committees, staff will return to the General Policy Committee with recommended policy language for the measurement of equitable distribution of State and Federal funds between subareas. Additionally, in accordance with the approved initiatives for Fiscal Year 2013/2014, staff will develop a “dashboard” based on the approved policy that will monitor the distribution of funds to subareas. This can be used for information when the

Board is making allocation decisions and will provide a tool to ultimately ensure an equitable distribution of State and Federal funds over the life of Measure I 2010-2040.

Financial Impact: This item has no impact on the adopted SANBAG Fiscal Year 2013/2014 budget.

Reviewed By: This item was reviewed by the Board Metro Valley Study Session on August 15, 2013. This item was also reviewed by the City/County Managers Technical Advisory Committee on August 1, 2013, the Transportation Technical Advisory Committee (TTAC) on August 5, 2013, and the Mountain/Desert Policy Committee on August 16, 2013.

Responsible Staff: Andrea Zureick, Director of Fund Administration and Programming .

ATTACHMENT A

State and Federal Fund Overview

CMAQ Funds

General Overview: CMAQ funds are authorized to fund transportation projects or programs located in nonattainment or maintenance areas that contribute to attainment of ambient air quality standards. CMAQ eligibility is conditional upon analyses showing that the project will reduce emissions of criteria pollutants. Activities typically eligible for funding by CMAQ include high occupancy vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signal synchronization, and public fleet conversions to cleaner fuels.

Typical Annual Funding Level: Funds are apportioned to SANBAG based upon a formula that considers population and the severity of ozone and carbon monoxide air quality problems within the nonattainment or maintenance area. SANBAG has historically received about \$29 million per year with \$22M available for the South Coast Air Basin (Valley and Mountains subareas) and \$7 million available for the Mojave Desert Air Basin (remaining Mountain/Desert subareas). However, the funds can be used interchangeably if desired.

Current SANBAG Board-Approved Allocation Policy: SANBAG Policy 40001 defines a prioritization for the use of CMAQ funds in the Valley subarea: 1) Board-approved regional programs such as rideshare, freeway service patrol, regional signal synchronization; 2) Transit and rail capital and start-up operating costs; 3) High Occupancy Vehicle facility components of the Measure I Valley Freeway Program. The Mountain/Desert subareas do not have policies developed through the Strategic Plan related to the allocation of State and Federal funds, but in 2003 the SANBAG Board adopted a similar policy for the Mountain/Desert area that would allocate per priority 1 and 2 above with any balance of funds available allocated through a call for projects.

STP Funds

General Overview: STP provides flexible funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities.

Typical Annual Funding Level: Funds are apportioned to SANBAG based upon a formula that considers population for a portion of the apportioned funds and a mixture of population and road miles for the balance. SANBAG has historically received about \$22 million per year with \$1.09 million taken off the top and allocated to the County of San Bernardino as State funds for use on rural roads. About \$20 million is divided among urbanized areas in the County with approximately \$17 million available for the Valley subarea and \$3M available for the Victor Valley subarea. The balance is for areas outside of the urban areas. These distributions represent what SANBAG received under prior transportation acts and will change slightly under MAP-21, but the impact is not yet known. Urban area funds can be used interchangeably between urban areas, but urban area funds cannot be used outside of the urban area and vice versa.

ATTACHMENT A

State and Federal Fund Overview

Current SANBAG Board-Approved Allocation Policy: SANBAG Policy 40001 states that all STP funds apportioned to the Valley subarea will be allocated to the Measure I Valley Freeway Program. Although there is no defined allocation policy in the Mountain/Desert subareas, the funds available for the Victor Valley subarea are considered public share funds and are being used to augment Measure I Major Local Highway Program allocations to projects identified in the Measure I 2010-2040 Ten-Year Delivery Plan. For the Rural Mountain/Desert Subareas, SANBAG has allocated funds through set-asides and priority project allocations, administered calls for projects, and has even exchanged Measure I Valley Major Projects Program funds; however, because of the limited eligibility of Valley Freeway Projects for these rural area funds, to do this again would require careful consideration.

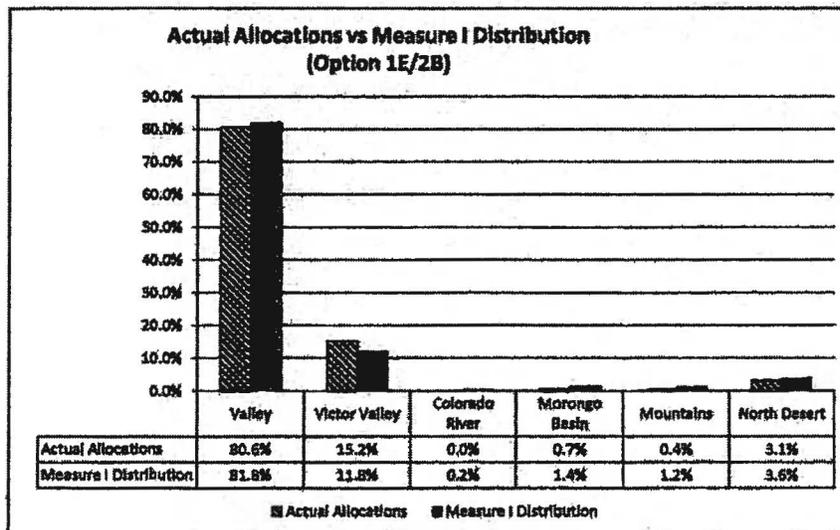
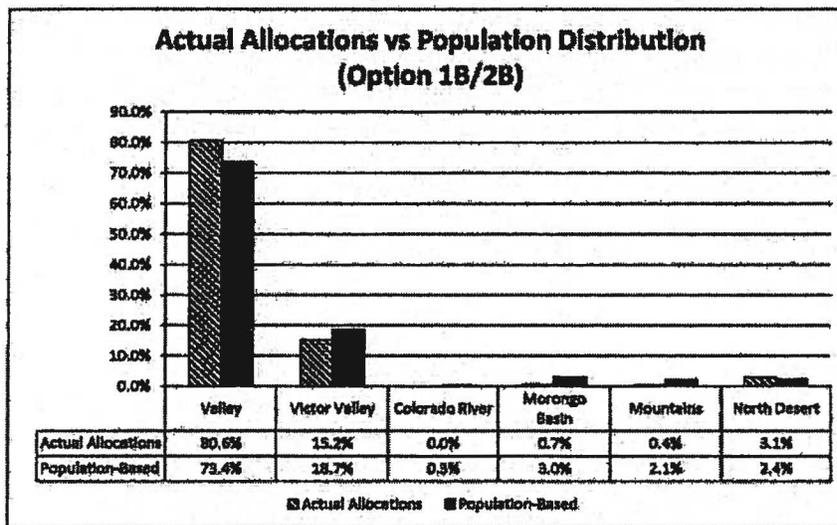
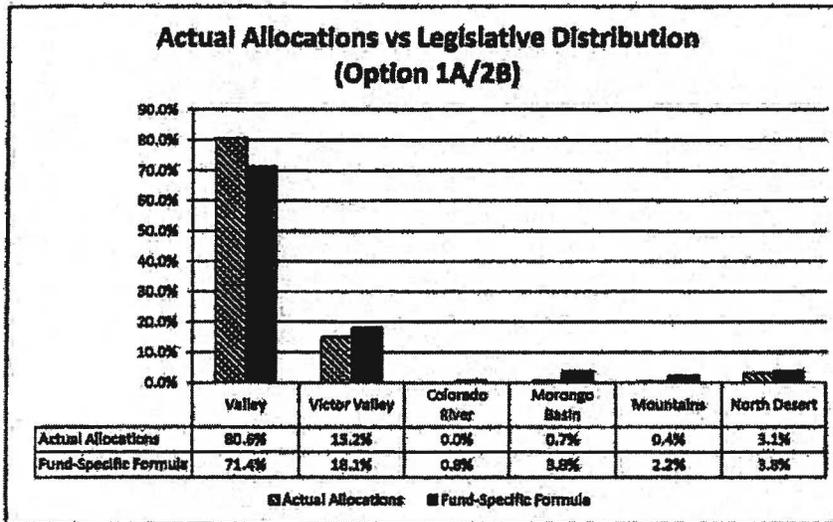
STIP Funds

General Overview: The STIP is a five-year program of transportation projects that is updated every two years that is funded through the State Highway and Federal Trust Fund Accounts. STIP funds provide flexible funding for transportation infrastructure projects on freeways, local roads, and transit systems. The STIP consists of two broad programs: 75% of the funds are apportioned to regional agencies through the Regional Transportation Improvement Program (RTIP or RIP) and 25% is apportioned to Caltrans through the Interregional Transportation Improvement Program (ITIP or IIP). SANBAG is responsible for developing the list of projects for funding through the RIP. These projects nominations are approved for programming by the California Transportation Commission (CTC). The IIP projects are nominated for programming by Caltrans.

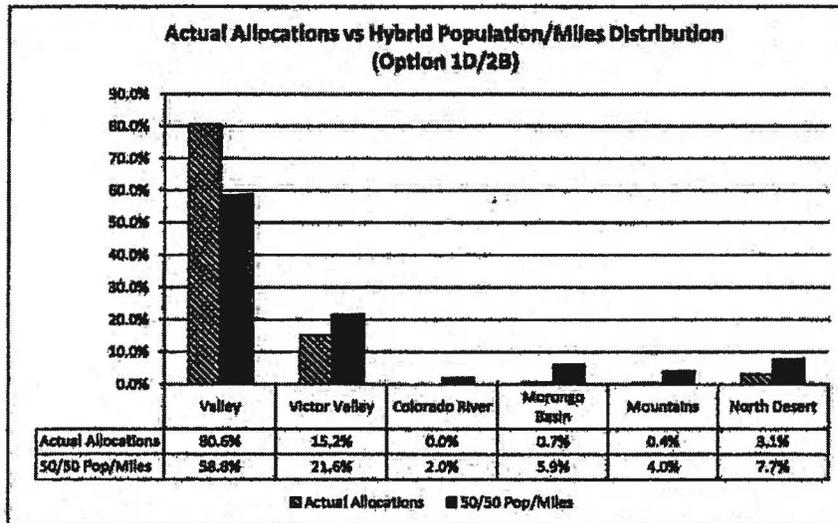
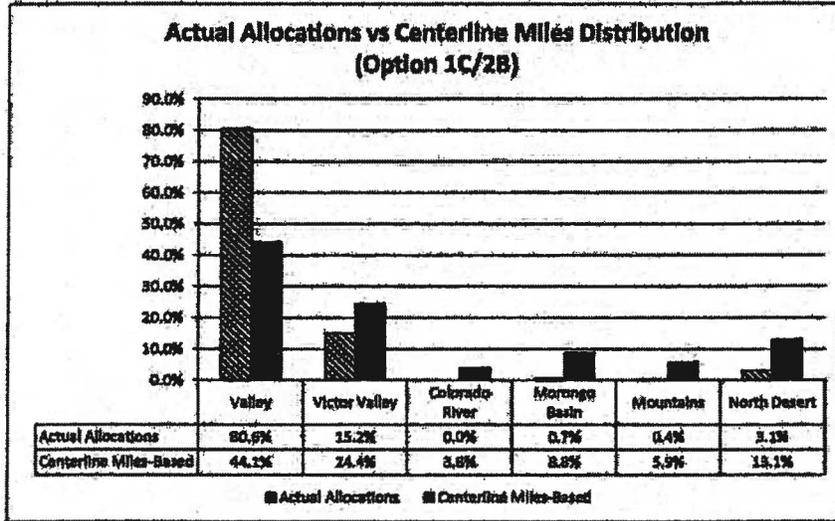
Typical Annual Funding Level: Funds are apportioned to SANBAG based upon a formula of 75% population and 25% road miles. As stated earlier, funding levels have been very volatile. In the upcoming 2014 STIP, SANBAG's share of the estimated \$893 million available for new programming through Fiscal Year 2018/2019 is estimated to be \$44 million. However, as has been the case for the past several STIP cycles, the new programming capacity exists only in the two new years of the STIP period, and the projects currently programmed may be required to be delayed to match funding availability in the first three years.

Current SANBAG Board-Approved Allocation Policy: Section IV.B.4.b. of the Strategic Plan concerning Financial Analysis of the Valley Freeway Program states that 100% of all State and Federal funds available to the Valley subarea for roadway programs will be allocated to the Valley Freeway Program with the exception of certain interchanges and railroad grade separation projects. Again, while there is no defined allocation policy in the Mountain/Desert subareas, the funds available for the Victor Valley subarea are considered public share funds and are being used to augment Measure I Major Local Highway Program allocations to projects identified in the Measure I 2010-2040 Ten-Year Delivery Plan. There is nothing in the STIP Guidelines that dictates how funds are to be distributed between areas of a county, but there is a focus on performance measurement and cost effectiveness, both of which must be reported on in the STIP submittals. SANBAG has historically tried to maintain a 75/25 percent split of STIP funds between the Valley and Mountain/Desert subareas, respectively, a split that was reinforced in the Strategic Plan.

Attachment B - Actual Allocations vs Distribution Methodologies (Fiscal Years 2010/2011 - 2012/2013)



Attachment B - Actual Allocations vs Distribution Methodologies (Fiscal Years 2010/2011 - 2012/2013)



State and Federal Fund Equity Distribution

CCMTAC SEPTEMBER 5, 2013

TTAC SEPTEMBER 9, 2013



Objective

The Measure Expenditure Plan says that we will reserve a proportional amount of State and Federal funds for each subarea over the life of the Measure. We can easily calculate the amount of State and Federal funds that have been obligated in each subarea at any given time, but right now we can't say whether it is proportional because we don't have a Board-approved policy that defines "proportional". Is proportional based on population, allocation policies, Measure revenue generation, road miles, etc.?

The purpose of this discussion is to develop a policy that defines what proportional means in the context of State and Federal funds that SANBAG has allocation authority over. Once "proportional" has been defined, staff can monitor allocations to ensure that each subarea is receiving its share of funds over the life of the Measure.

Why talk about this?

Is this going to create winners and losers?

Does this go against the current policies?

Why would we change the way we distribute funds?

Why are we trying to fix something that's working?

The most common question asked about this subject is why are we even talking about this? Things seem to be going really well. Yes, things are going well. Over the past four years we have obligated over \$650 million in State and Federal funds and almost every subarea has been able to participate in that activity and see projects move forward that have been in development for years. So why are we talking about this now?

Why talk about this?

Measure I Ordinance No. 04-01 Expenditure Plan:

A proportional share of projected State and Federal transportation funds shall be reserved for use solely within the Valley and individual Mountain/Desert subareas.

Measure I 2010-2040 Strategic Plan Overarching Principles:

#6 Provide for geographic equity over the life of the Measure.

Mainly because the Measure I Expenditure Plan and Strategic Plan say we have to. The Expenditure Plan says that a proportional share of State and Federal funds will be reserved for use within each subarea. And during the development of the Strategic Plan, geographic equity was a common theme throughout those discussions and the final policies. It is actually the sixth overarching principle in the strategic plan, with the overarching principles being the overall guidance and direction for policy development for the new Measure.

While these principles and mandates seem like common sense, no one has defined how we determine proportional share or how we measure geographic equity. If we don't know how we as an agency define these terms, we can't monitor our compliance with the Measure.

Goals of this discussion

1. Should proportionality and equity be monitored on a fund-by-fund basis or on an accumulated basis?
2. What benchmark will SANBAG use to measure proportionality and equity?

To be able to get to a point where we can monitor compliance with the Measure, there are two policy issues for the SANBAG Board to consider. First we would like the Board to consider whether they expect that equity be measured at the individual fund level or if we can take a higher level view of a pooled amount of State and Federal funds. And next we would like the Board to define proportional and equitable shares between subareas.

What we DON'T want to do

- Impact the foundation of the Expenditure Plan
- Rewrite current funding policies
- Discuss proportionality or equity within individual subareas

Almost more important is what we don't want to do. First we don't want to disrupt the foundation of the Expenditure Plan. The Expenditure Plan was based on assumptions about the availability of State and Federal funds and those assumptions helped to determine the scope of the programs and the scale of the projects that could be accomplished. The Expenditure Plan in no way assumed that each subarea would receive an equal amount of State and Federal funds, so we want to be sure that we don't isolate the term "equity" and confuse it with the word "equal" in this discussion – the focus is the word "proportional" that is used in the Expenditure Plan.

Also this discussion does not have to impact the allocation policies that the Board has already adopted. We are not intending to determine how the Board will make individual funding decisions from this point forward. The purpose of this exercise is to establish a benchmark or a point of reference for the Board so that when they are making allocation decisions, they know the impact that decision will have on the ability of SANBAG to provide proportional funding to each subarea over time.

And finally, we are only talking about proportionality between subareas, not within subareas. Proportionality within subareas is a very different discussion that becomes complicated by the concept of public shares in the Valley and Victor Valley subareas, subarea priorities, and availability of Measure funds. We also wouldn't intend for the outcome of this discussion to set any precedence on that topic because that is just a very different discussion.

To what level will we measure?

Fund-by-Fund Basis	Accumulated Basis
Equity guaranteed if eligible projects are available	Equity is required to be actively monitored
Various eligibility, matching, and timely use requirements	Freedom to use funds across subareas based on project characteristics
Creating "silos" restricts efficient delivery	Doesn't prevent Board from restricting distribution of certain funds, while allowing flexibility for others

First issue: should we be tracking proportionality by each individual fund source, meaning every fund source that comes through SANBAG will be allocated proportionally to each subarea, or will the Board allow for management of proportionality and equity at a higher level as an accumulation or pool of all State and Federal funds?

If the Board chooses to monitor equity on a fund-by-fund basis, equity over the life of the Measure is guaranteed, but each subarea will be in the situation to have to find projects to meet criteria if they want full access to their share of funds. When considering if SANBAG should measure equity on a fund-by-fund basis it is important to keep in mind that each fund source has different eligibility and matching requirements and different use-it or lose-it deadlines. It may be more efficient to use one fund source to fill a gap in a larger project than to try to find five smaller projects that meet the individual criteria for each source of funds.

If the Board monitors equity on an accumulated basis, it gives subareas and the Board freedom to focus on putting together funding plans that make sense with regard to funding applicability, project and fund management complexity, and project schedules to get a priority project built. However, it also requires active monitoring by staff of where the State and Federal funds are being spent and whether every subarea is getting their share over time.

Strategic Plan Overarching Principles

- #1 Deliver all Expenditure Plan projects at the earliest possible date.
- #2 Seek additional and supplemental funds as needed for completion of all Expenditure Plan projects.
- #3 Maximize leveraging of State, Federal, local, and private dollars.
- #4 Ensure use of Federal funds on otherwise federalized projects.
- #5 Sequence projects to maximize benefit, minimize impact to the traveling public, and support efficient delivery.
- #6 Provide for geographic equity over the life of the Measure.**

Going back to the Overarching Principles, Principles 1-5 listed here all focus on efficient delivery of the Expenditure Plan projects. And actually most of numbers 7-12 have the same focus. Efficient delivery. Restrictive policies concerning the allocation of State and Federal funds will definitely ensure geographic equity over the life of the Measure. However this can run counter to the basis of the Strategic Plan where the focus is on delivering projects efficiently and maximizing funding sources that can augment Measure.

To what level will we monitor?

Fund-by-Fund Basis	Accumulated Basis
Equity guaranteed if eligible projects are available	Equity is required to be actively monitored
Various eligibility, matching, and timely use requirements	Freedom to use funds across subareas based on project characteristics
Creating "silos" restricts efficient delivery	Doesn't prevent Board from restricting distribution of certain funds, while allowing flexibility for others

To be able to most effectively address these principles, staff's preferred option is to monitor proportionality between subareas on an accumulated basis, meaning looking at the total pool of State and Federal funds available over time and making sure that over time each subarea receives a proportional share of that pool of funds.

We are already doing this on a limited or unofficial basis because we naturally realize this is what makes sense for efficient delivery of projects. For example, recently the Board established a fund-specific formula distribution between subareas for the Proposition 1B State Local Partnership Program funds; however, at the end of the availability of those funds, not all mountain/desert subareas were able to make full use of their allocation. They decided amongst themselves that somebody would get a larger share of something at the next funding opportunity. The problem is that we currently do not have any system in place to make sure that those "donor" subareas are in fact getting their share paid back. If we are monitoring a pool of State and Federal funds, this kind of agreement would naturally be accounted for because their use of the pool of funds would be less than their overall share. If we were to monitor fund-by-fund, there would need to be some sort of documentation maintained when subareas had agreed to exchange shares of funds from various sources to be able to ensure that payback occurred. (Even talking about it is complicated.)

Proportionality Benchmarks

- Legislative Distribution (1A)
- Population (1B)
- Measure Revenue Generation (1E)
- ~~Centerline Miles (1C)~~
- ~~Hybrid Miles/Population (1D)~~

(Not consistent with current policies or expenditure plan)

Now the more cumbersome discussion of Issue #2 and how the Board wishes to define proportionality or equitable shares of State and Federal funds. We will refer to this discussion as a discussion of proportionality “benchmarks” because again the focus is on setting benchmarks to measure the allocation history against – not to establish fund allocation formulas.

Of course when we talk about distributing funds proportionally, we are usually referring to a formula distribution. These are five methods of distribution that are often considered or used in the formula distribution of State and Federal funds (with the addition of 1E). (The references are to the agenda item that was prepared on this subject.) First there is what we have referred to as the legislative distribution – this refers to the formula that is used to apportion the funds to SANBAG being extended down to the subarea level. So every fund source would have it’s own distribution formula. At times the SANBAG Board may define different formulas, as was done for the Proposition 1B SLPP. This is generally the current method of allocating State and Federal funds.

The next method that is commonly used for formula distribution is population. This was the method used when SANBAG created the Local Stimulus Program that was a result of the special funding opportunity in the federal American Recovery and Reinvestment Act. We don’t currently use population alone as a method of splitting any other State and Federal funds that we have allocation authority over. And while population is a major factor in the distribution STP, it is first split at the state level into urban and rural pots so the resulting split of funds is different from a pure population distribution.

Proportionality Benchmarks

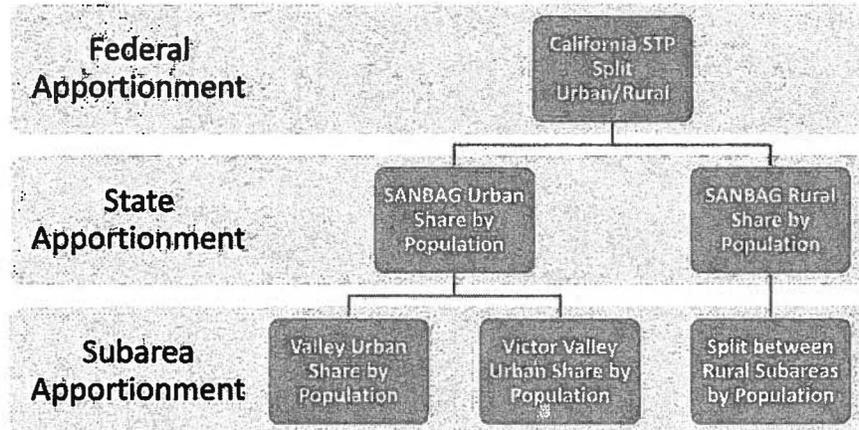
- Legislative Distribution (1A)
- Population (1B)
- Measure Revenue Generation (1E)
- ~~Centerline Miles (1C)~~
- ~~Hybrid Miles/Population (1D)~~

(Not consistent with current policies or expenditure plan)

Another method that has been considered for distribution of funds by formula would be Measure Revenue Generation. This is not a method that the Board has ever used when apportioning or allocating funds, but it has been presented to the Board as an option for distributing funds in the past. It was discussed as a method for distributing the SLPP funds since the SLPP program was established as a means to reward counties with self-imposed transportation sales taxes. However, ultimately the Board did not select this distribution method even for those funds that had a direct nexus to Measure revenue generation.

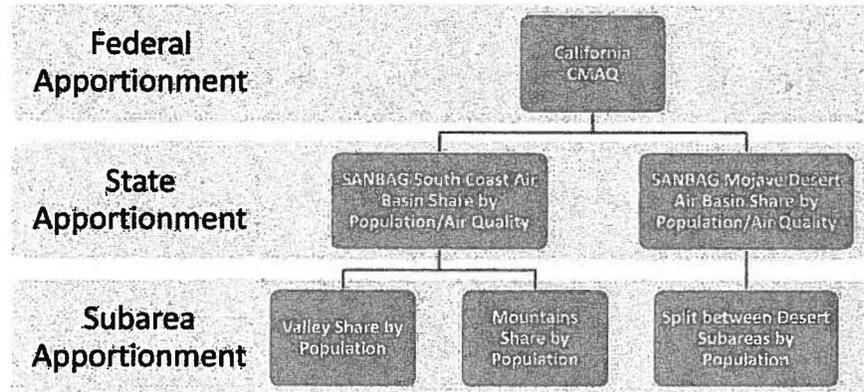
And finally, there are centerline miles and hybrid centerline miles/population formulas. Regarding these two formula methods, these actually stray quite a bit from the current Board approved policies and result in formulas that can be 10-20% different from the assumptions that are the basis for the Expenditure Plan and Strategic Plan. So where we would see the typical fund formulas resulting in about 75/25 or 80/20 valley/mtn/desert split, these could result in a split of 45/55 or 60/40 between the valley and mtn/desert subareas. This goes counter to the assumptions of funding availability in the Expenditure Plan and isn't consistent with the current allocation policies that are mostly based on a legislative distribution. These are two things on the list of actions we were hoping to avoid in this process. So staff would ask that the Board allow these to be removed from consideration in the overall measurement of equity. That does not mean the Board cannot use these methods for allocating an individual fund source, for example the hybrid method was used to distribute the SLPP funds, which incidentally the Board clearly stated that would not set precedent for future allocations, but these formulas would not be used to define equity or to establish benchmarks by which to measure proportionality over the life of the measure.

Legislative Distribution - STP



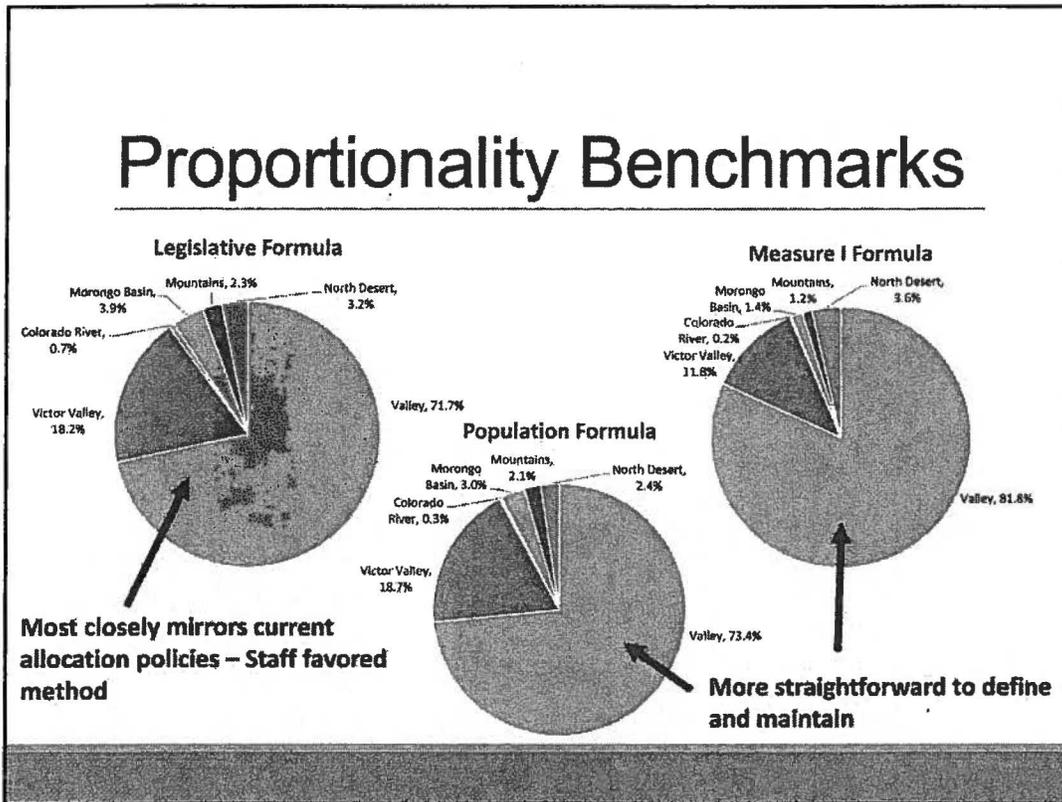
This is an example of how STP shares would be determined under the Legislative Distribution method. STP is apportioned to SANBAG in two apportionments based on relative urban and rural populations. If we were to extend that formula down to the subarea level, the urban STP funds would be split between the Valley and Victor Valley subareas based on population and the rural STP funds would be split between each of the rural mountain/desert subareas based on population. This is very similar to the way we currently manage the STP funds, except that the current policy doesn't define splits of funds between the rural subareas.

Legislative Distribution - CMAQ



CMAQ shares would be determined in a similar way except rather than urban/rural splits it would be split based on apportionments to the South Coast/Mojave Desert Air Basins at the State Apportionment level, which is based on population and severity of air quality problems. Subarea apportionments would only factor in population since the air quality problems within air basins would not affect that split.

Proportionality Benchmarks



So to translate these words into what it would actually mean in practice, these are resulting Proportionality Benchmarks by Subarea from the first three methods on the previous slide. They don't differ much – in fact the legislative and population formulas track very closely, largely due to the fact that population plays a major role in formula distribution of funds to SANBAG. The Measure I formula, which is based on point-of-generation revenue, will favor the Valley because of the large population and the more mature retail sector; however, the Strategic Plan assumes that over the life of the Measure this may move closer to a 78/22 split as the Mountain/Desert areas grow. So it's important to point out that whatever method of proportionality benchmarking the Board selects, staff expects that these benchmarks will not be stagnant – they will continue to change over time as the county changes over time because, again, the purpose of this is to ensure proportionality and equity over the life of the Measure. It would make sense for the benchmarks to be adjusted annually as our normal funds are apportioned to us and our Measure revenue estimates and population estimates are adopted. The staff-favored option is shown as the Legislative Distribution because this most closely follows the current allocation policies adopted by the Board.

Calculating a Benchmark

Apportionments to SANBAG Over the Past 4 Years (\$1,000s)										
Subarea	STP		CMAQ		STIP		SLPP		Total	Benchmark
Valley	\$78,624	82.41%	\$85,367	73.86%	\$72,872	64.63%	\$35,460	63.00%	\$272,322	71.70%
Victor Valley	\$15,413	16.16%	\$20,216	17.49%	\$22,014	19.52%	\$11,687	20.76%	\$69,331	18.20%
Colorado River	\$49	0.05%	\$351	0.30%	\$1,501	1.33%	\$698	1.24%	\$2,598	0.70%
Morongo Basin	\$523	0.55%	\$3,753	3.25%	\$5,787	5.13%	\$4,738	8.42%	\$14,802	3.90%
Mountains	\$377	0.40%	\$2,910	2.52%	\$4,011	3.56%	\$1,437	2.55%	\$8,735	2.30%
North Desert	\$415	0.44%	\$2,977	2.58%	\$6,568	5.82%	\$2,266	4.03%	\$12,225	3.20%

This table shows how the benchmarks would be calculated if the Board did decide to monitor proportionality as a pool of State and Federal funds where shares of each fund are determined based on the legislative distribution. Each fund source has a different distribution formula, but the benchmark that would be referenced would be the resulting share of the total funds available.

Application of the data - SLPP

Subarea	Results of Allocation Options					
	(a) Actual Since 2010	(b) Benchmark	(c) SLPP by Population	(d) SLPP by Centerline Miles	(e) SLPP by 50/50 Pop/Miles	(f) SLPP by Measure I
Valley	82.3%	71.7%	81.4%	78.8%	80.1%	80.9%
Victor Valley	14.2%	18.2%	14.6%	14.9%	14.8%	15.0%
Colorado River	0.0%	0.7%	0.0%	0.4%	0.2%	0.0%
Morongo Basin	0.4%	3.9%	0.7%	1.3%	1.0%	0.6%
Mountains	0.0%	2.3%	0.2%	0.6%	0.4%	0.2%
North Desert	3.0%	3.2%	3.0%	4.0%	3.5%	3.3%

Using the SLPP allocation process as a case study, this shows how this information could be used in the future. Column (a) shows the total distribution of State and Federal funds since Measure I 2010-2040 began without SLPP factored in. Column (b) shows the Benchmarks (Proportional Shares) calculated before, and columns (c) - (f) show how the total State and Federal fund distribution would look (actuals + SLPP) if SLPP were distributed on the listed formula. Staff worked with Technical Advisory Committees and Board Committees on the distribution formula for SLPP for over four months with the final distribution method decided as the hybrid approach. Much of these discussions were centered around what was an equitable distribution for this particular fund source. However, all of these discussions were occurring without any consideration of where we were across all State and Federal funds in terms of proportional shares. Had this information been available or considered, staff would not expect that the Board would have decided to allocate SLPP based on centerline miles because it results in a total allocation closer to the benchmark. However, because we are expected to allocate funds proportionally over the life of the measure, it is important that this information be available to the Board so that they are aware of the overall impact of their decisions. Ultimately this is a transparency tool that allows the Board to make informed decisions about funding and that can guide staff in developing recommendations that are consistent with Board intentions.

Goals of this discussion

1. Should proportionality and equity be monitored on a fund-by-fund basis or on an accumulated basis?
 - *Staff-favored option – Accumulated Basis*
2. What benchmark will SANBAG use to measure proportionality and equity?
 - *Staff-favored option – Legislative Distribution*

The Board has asked that the TTAC and CCMTAC provide feedback on this issue. Staff would like to get concurrence from the CCMTAC on the favored options at the September CCMTAC meeting so that this can continue on for Board approval. Board action on this policy will be an important factor in the 2014 Update to the 10-Year Delivery Plan. As indicated, the staff favored methods would be to track a pooled proportionality by the legislative distribution of funds, and legislative can refer to either State or Federal methods of distribution, such as was demonstrated with the STP and CMAQ programs in the earlier slides, or it can refer to Board-approved distributions, as was discussed with regard to the SLPP funds.

Next Steps

- Develop consensus
- Discuss policy language with the Transportation Technical Advisory Committee and City/County Managers Technical Advisory Committee
- Present recommended policy language to General Policy Committee and Board for approval
- Develop a “dashboard” monitoring tool that will monitor compliance with the approved policy

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IIEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996